

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 02/20/2002

ANC01LA028 File No. 11388	01/03/2001	Atmautluak, AK	Aircraft Reg No. N19771	Time (Local): 17:40 AST		
Make/Model:	Cessna / 172			Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / O-320-2J		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	2
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Name of Carrier:	Village Aviation, Inc.					
Type of Flight Operation:	Non-scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:	Bethel , AK			Condition of Light:	Dusk	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Pilot	
Airport Proximity:	On Airport			Basic Weather:	Visual Conditions	
Airport Name:	Atmautluak			Lowest Ceiling:	None	
Runway Identification:	33			Visibility:	25.00 SM	
Runway Length/Width (Ft):	2200 / 30			Wind Dir/Speed:	010 / 005 Kts	
Runway Surface:	Gravel; Snow			Temperature (°C):	-19	
Runway Surface Condition:	Snow--dry			Obstr to Vision:	None	
				Precipitation:	None	
Pilot-in-Command	Age: 57			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	3256	
Commercial; Multi-engine Land; Single-engine Land				Last 90 Days:	68	
Instrument Ratings				Total Make/Model:	121	
Airplane				Total Instrument Time:	390	

The certificated commercial pilot stated that while on final approach to runway 33, he inadvertently allowed the airplane to descend below his intended glide path. In an attempt to arrest the descent he applied full engine power, but the airplane continued to descend. The airplane inadvertently touched down on the snow-covered approach end of the runway, about 15 yards short of the runway surface. As he attempted to abort the landing, the airplane become airborne, drifted to the left of the runway, and settled into an area of soft snow. During the second touchdown, the nose wheel collapsed at the firewall bulkhead. The airplane sustained substantial damage to the engine firewall.

Brief of Accident (Continued)

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Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ABORTED

Findings
2. (F) TERRAIN CONDITION - SOFT

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's failure to maintain a proper glidepath during final approach. A factor associated with the accident was soft terrain.